

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Condor is operating 1 service/week each from Frankfurt and Munich to Goa.

(c) Condor's winter schedule 2006-07 has been approved to operate services to /from Goa *w.e.f.* 1.11.2006 to 24.3.2007. Actual operations by any airline is guided by its commercial judgement.

(d) The schedule of the airlines are approved as per the provisions of the Air Services Agreement between India and the respective countries.

(e) Apart from Condor, the winter schedule 2006-07 of two other airlines namely Sri Lankan Airlines and Transaero Airlines of Russia has also been approved to operate 2 services/week and one service a week respectively to /from Goa.

Reduction in ATF cost

555. SHRI B.K. HARIPRASAD: Will the Minister of CIVIL AVIATION be pleased to state:-

(a) whether the Aviation Turbine Fuel (ATF) costs are 70 percent higher in India which work out to almost 40 percent of the total cost input of Indian carriers;

(b) whether Indian airports will soon have ATF outlets operated by global ATF suppliers and if so, to what extent this will help in reducing the ATF costs for Indian carriers; and

(c) whether Bangalore, Hyderabad, Delhi and Mumbai airports are considering the open access model for the supply of ATF and if so, how soon these facilities are likely to be in place?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Aviation Turbine Fuel (ATF) prices vary from country to country across the world. In India, ATF prices are somewhat higher compared to the international prices. ATF costs as a percentage of total cost, of Indian domestic airline operators varies from operator to operator but is generally around 40%.

(b) At Airports Authority of India (AAI) airports, the companies authorized by Ministry of Petroleum and Natural Gas are being considered and operating. So far no global ATF suppliers have been considered at AAI airports.

(c) Presently, at AAI's Hyderabad airport there is no open access model for supply of ATF. Consequent upon restructuring and handling over of Mumbai and Delhi airports to JVCs, the new operators are free to take a decision on the matter. Similarly, for Greenfield airports at Hyderabad and Bangalore, the decision rests with the concerned operators.

Casual labours in Indian Airlines

556. SHRI CHITTABRATAMAJUMDAR:
SHRI TAPAN KUMAR SEN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of casual labours working in Indian Airlines on 90 days basis at various regions of Mumbai, Kolkata, Chennai and Delhi (region-wise break up) and for how long they have been working;

(b) whether these casual labours have been empanelled for regular vacancies to be filled up as per the Recruitment and Promotion Rules of Indian Airlines; and

(c) whether the vacancies will be filled up by the Indian Airlines before the proposed merger of Air India and Indian Airlines is completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI PRAFUL PATEL): (a) As on 31.10.2006, there were 1495 casual workers engaged in Indian Airlines in different regions as under-Northern Region-403, Headquarters-61, Southern Region-321, Hyderabad-72, Eastern Region-233, Western Region-405. As records on engagement of casual labour are normally retained for three years only, the length of service rendered by these casual workers cannot be ascertained. However, many of them have been working on rotation basis for three years.

(b) and (c) No, Sir.

Leasing of aircrafts

557. SHRI CHITTABRATAMAJUMDAR:
SHRI TAPAN KUMAR SEN:

Will the Minister of CIVILAVIATION be pleased to state:—

(a) what is the fleet strength of Indian Airlines and Air India as on 31st October, 2007 (type-wise, owned and leased breakup),